

Green. Simple Green can be purchased through some supermarkets, hardware, garden and discount supply houses. Follow the directions on the container for recommended dilution ratios.

When cleaning your vehicle, and especially when using a spray type degreaser, remember that what goes on the vehicle will rinse off and drip onto your driveway or into your yard. If you can, use a degreaser at a coin-operated car wash. If you are cleaning your vehicle at home, place thick cardboard or newspapers underneath the vehicle to catch the oil and grease deposits that are rinsed off.

1. Place the vehicle on level ground and set the parking brake.
2. Check the following before washing the vehicle:
 - a. Make sure the gas filler cap is screwed on tightly.
 - b. Make sure the engine oil, front differential, front gear case and final drive unit fill caps are tight.
 - c. Plug the muffler opening with a large cork or rag.
3. Wash the vehicle from top to bottom with soapy water. Use the scrub brush to get excess dirt out of the wheel rims and engine crannies. Concentrate on the upper controls, engine, side panels and gas tank during this wash cycle. Don't forget to wash dirt and mud from underneath the fenders, suspension and engine crankcase.
4. Wrap a plastic bag around the ignition coil and DC-CDI unit. Concentrate the second wash cycle on the frame tube members, outer airbox areas, suspension linkage, rear shock and swing arm.
5. Direct the hose underneath the engine and swing arm. Wash this area thoroughly. If this area is extremely dirty, you may want to lay the vehicle on its side. Protect the finish when laying the vehicle down.
6. The final wash is the rinse. Use cold water without soap and spray the entire vehicle again. Use as much time and care when rinsing the vehicle as when washing it. Built up soap deposits will quickly corrode electrical connections and remove the natural oils from tires, causing premature cracks and wear. Make sure you thoroughly rinse the vehicle off.
7. Tip the vehicle from side-to-side to allow any water that has collected on horizontal surfaces to drain off.

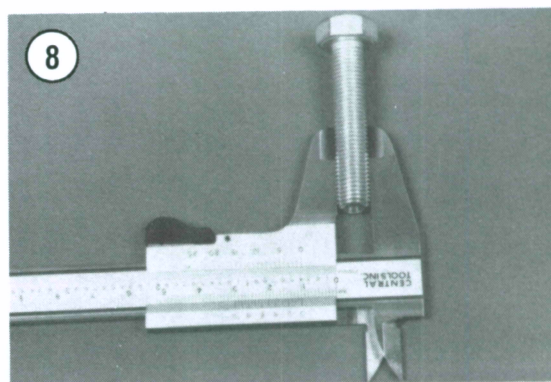
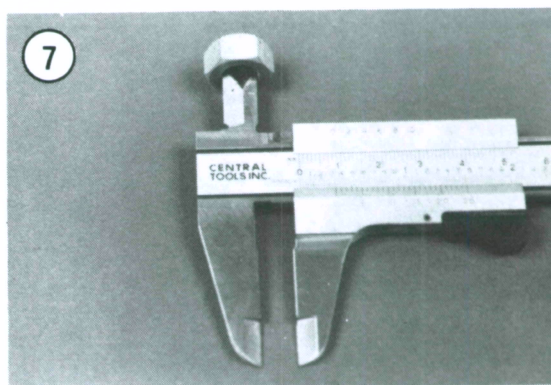
8. If you are washing the vehicle at home, start the engine. Idle the engine to burn off any internal moisture.

9. Before taking the vehicle into the garage, wipe it dry with a soft cloth or chamois. Inspect the machine as you dry it for further signs of dirt and grime. Make a quick visual inspection of the frame and other painted pieces. Spray any worn-down spots with WD-40 or Bel-Ray 6-in-1 to prevent rust from building on the bare metal. When the vehicle is back at your work area you can repaint the bare areas with touch-up paint after cleaning off the WD-40. A quick shot from a touch-up paint can each time you work on the vehicle will keep it looking sharp and stop rust from building up and weakening parts.

TORQUE SPECIFICATIONS

Torque specifications throughout this manual are given in Newton-meters (N·m) and foot-pounds (ft.-lb.).

Existing torque wrenches calibrated in meter kilograms can be used by performing a simple conver-



sion. All you have to do is move the decimal point one place to the right; for example, 3.5 mkg = 35 N.m. This conversion is accurate enough for mechanical work even though the exact mathematical conversion is 3.5 mkg = 34.3 N.m.

Refer to **Table 3** for standard torque specifications for various size screws, bolts and nuts that may not be listed in the respective chapters. To use the table, first determine the size of the bolt or nut. Use a vernier caliper and measure the inside dimension of the threads of the nut (**Figure 7**) and across the threads for a bolt (**Figure 8**).

FASTENERS

The materials and designs of the various fasteners used on your Honda are not arrived at by chance or

accident. Fastener design determines the type of tool required to work the fastener. Fastener material is carefully selected to decrease the possibility of physical failure.

Nuts, bolts and screws are manufactured in a wide range of thread patterns. To join a nut and bolt, the diameter of the bolt and the diameter of the hole in the nut must be the same. It is just as important that the threads on both be properly matched.

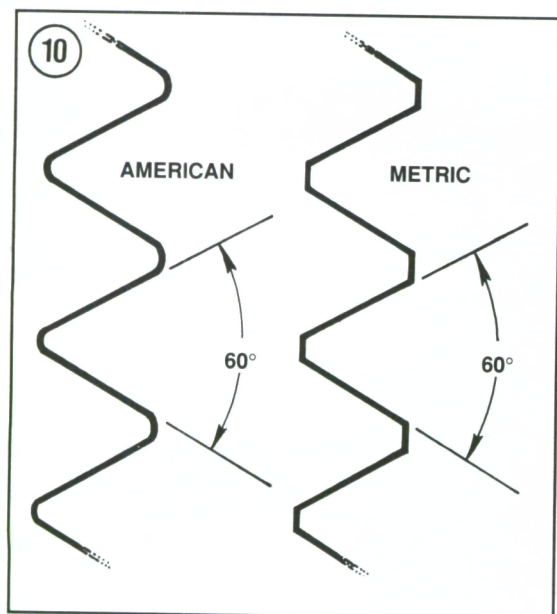
The best way to tell if the threads on 2 fasteners are matched is to turn the nut on the bolt (or the bolt into the threaded hole in a piece of equipment) with fingers only. Be sure both pieces are clean. If much force is required, check the thread condition on each fastener. If the thread condition is good but the fasteners jam, the threads are not compatible. A thread pitch gauge (**Figure 9**) can also be used to determine pitch. Honda motorcycles are manufactured with ISO (International Organization for Standardization) metric fasteners. The threads are cut differently than those of American fasteners (**Figure 10**).

Most threads are cut so that the fastener must be turned clockwise to tighten it. These are called right-hand threads. Some fasteners have left-hand threads; they must be turned counterclockwise to be tightened. Left-hand threads are used in locations where normal rotation of the equipment would tend to loosen a right-hand threaded fastener.

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ISO Metric Screw Threads

ISO (International Organization for Standardization) metric threads come in 3 standard thread sizes: coarse, fine and constant pitch. The ISO coarse pitch is used for most all common fastener applications. The fine pitch thread is used on certain precision tools and instruments. The constant pitch thread is used mainly on machine parts and not for fasteners. The constant pitch thread, however, is used on all metric thread spark plugs.

ISO metric threads are specified by the capital letter M followed by the diameter in millimeters and the pitch (or the distance between each thread) in millimeters separated by the sign \times . For example a M8 \times 1.25 bolt is one that has a diameter of 8 millimeters with a distance of 1.25 millimeters between each thread. The measurement across 2 flats on the head of the bolt (**Figure 11**) indicates the

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